

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch

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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-004928**Date Inspected:** 06-Dec-2008**Project Name:** SAS Superstructure**OSM Arrival Time:** 1430**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2230**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Fu Yuhong**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Tower and OBG**Summary of Items Observed:**

Caltrans Quality Assurance (QA) Inspector, Larry Viars was present to observe fabrication and perform random inspections Orthotropic Box Girder and Tower components, for the San Francisco Oakland Bay Self Anchored Suspension Bridge, at Zhenhua Port Machinery Company (ZPMC) facility on Changxing Island.

Heavy Machinery Bay 1:

When QA arrived to observe ZPMC perform MT of Skin E lift 2 for the South Tower, QA found that heat straightening had been performed adjacent to longitudinal stiffener weld SSD1-SA61 E/G-16 and the weld temperature at 1700 was 180 degrees Celsius. ZPMC stated final MT would be performed on 12-07-08 after a 3 party discussion on NDT of weld being performed at ambient temperature.

Caltrans QA performed MT verification and signed green tag documentation for South tower Skin B Lift 2 longitudinal stiffener welds. See TL 6028, generated on this date for additional information.

Heavy assembly Bay 3:

QA performed completed conventional UT of U-rib to deck plate weld on DP116-002. The Y location of indications for both panel were marked and recorded. Summary of UT results were as follows:

DP116-002:

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Weld 5, 26 tacks scanned with 1 indication
Weld 6, 26 tacks scanned with 4 indications
Weld 7, 26 tacks scanned with 2 indications
Weld 8, 26 tacks scanned with 5 indications

No other activities were monitored or performed.

Summary of Conversations:

As identified within the contents of this report.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Peter Dautermann 150 0219 9593, who represents the Office of Structural Materials for your project.

Inspected By:	Viars,Larry	Quality Assurance Inspector
Reviewed By:	Wright,Mark	QA Reviewer
